



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

**North Carolina Board of Transportation
Environmental Planning and Policy Committee
Meeting Minutes for October 6, 2004**

A meeting of the Environmental Planning and Policy Committee (EPPC) was held October 6, 2004 at 8:30 AM in the Board Room (Room 150) of the Transportation Building. Board Member Mr. Marion Cowell (Committee Vice-Chair) chaired the meeting. Other Board of Transportation members that attended were:

Conrad Burrell	Larry Helms
Tom Betts	Cameron McRae
Mac Campbell	Gordon Myers
Bob Collier	Andrew Perkins, Jr.
Nancy Dunn	Lanny Wilson
Doug Galyon	

Other attendees included:

Molly Richards	Neilly Isvett	Roy Shelton
Roberto Canales	Don Lee	John Sullivan
Craig Deal	Sharon Lipscomb	Jay Swain
Greg Dean	April Little	Greg Thorpe
Dawn Garrison	Karim Manji	Charles Tomlinson
Lisa Glover	Ehren Meister	Jim H. Trogdon
Carl Goode	Mike Mills	Steve Varnedoe
Gail Grimes	Jon Nance	Don Voelker
Rob Hanson	Sandy Nance	Marcus Wilner
Teresa Hart	Ken Pace	Theresa Wyatt
M. L. Holder	Benton Payne	
Berry Jenkins	M. A. Pettyjohn	
Tim Johnson	Allen Pope	

Mr. Cowell called the meeting to order at 8:40 AM and accepted a motion to approve the meeting minutes from the September committee meeting. The minutes were approved as presented.

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1 SOUTH WILMINGTON STREET
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Mr. Cowell introduced Mr. Roberto Canales and turned over the podium for an update on the State Minimum Criteria.

Mr. Canales started his presentation by summarizing the State Minimum Criteria Report for the first, second, and third quarters of this year. He stated that only criterions 8, 12, and 15 needed reporting by each division and the total number of projects per division. The following is the summary presented by Mr. Canales:

FIRST QUARTER, 2004						
DIV	Total Number of Projects	Criteria #8	Criteria #12	Criteria #15	Total Project length (miles)	Newly Disturbed area (Acres)
1-14	186	100	83	3	335.9	363.45

SECOND QUARTER, 2004						
DIV	Total Number of Projects	Criteria #8	Criteria #12	Criteria #15	Total Project length (miles)	Newly Disturbed area (Acres)
1-14	148	45	102	1	127.28	229.91

THIRD QUARTER, 2004						
DIV	Total Number of Projects	Criteria #8	Criteria #12	Criteria #15	Total Project length (miles)	Newly Disturbed area (Acres)
1-14	84	27	57	0	118.97	187.24

TOTALS of FIRST 3 QUARTERS, 2004						
DIV	Total Number of Projects	Criteria #8	Criteria #12	Criteria #15	Total Project length (miles)	Newly Disturbed area (Acres)
1-14	418	172	242	4	582.15	780.6

AVERAGES for FIRST 3 QUARTERS, 2004						
DIV	Total Number of Projects	Criteria #8	Criteria #12	Criteria #15	Total length per project (miles)	Newly Disturbed area per project (Acres)

1-14	418	0.41	0.58	0.01	1.39	1.87
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Mr. Canales concluded by asking if the board had any questions. None were raised.

Mr. Cowell then introduced the next speaker, Mr. Ehren Meister, of the Office of Environmental Quality to present an update on NCDOT's "Cool Communities" Initiatives. Mr. Meister assumed the podium and began by stating that he was presenting this material on behalf of Deputy Secretary Roger Sheats due to his absence.

Mr. Meister presented a PowerPoint slide show on the current activities as it relates to this topic. He stated that Ms. Nina Szlosberg had requested this update at the previous EPPC meeting. The first slide discussed "What is Cool Communities?" Mr. Meister stated that it emerged in the late 1990's as a strategy to improve the Urban Heat Island Effect. Research conducted by NASA on Urban Heat Islands identified that the built environment, and corresponding lack of vegetation, is several degrees warmer than nearby natural environments. Moreover, certain structures, including parking lots and dark roofs, are much hotter and retain heat longer. According to Mr. Meister, the Cool Communities Initiative is an innovative, cost-effective design strategy to improve air and water quality and reduce energy costs for cooling. This can be accomplished via the following strategies:

- Using lighter colored pavements and porous/permeable pavements
- Using lighter colored or reflective roofing assemblies
- Planting or protecting trees and natural vegetation

By employing these strategies, modeling data has suggested that local ambient temperatures can be lowered, thereby improving air quality. Furthermore, Cool Communities has the potential to lower energy use by implementing these strategies.

Mr. Meister then briefly discussed the origins of this initiative. Cool Communities was first presented to the committee in August 2002. He stated that the EPPC asked staff to review further and identify implementation items. A NCDOT working group was formed to undertake this action and implementation items were identified. The working group identified 16 possible strategies, as well as people within DOT and the transportation community that could assist in championing these strategies. Some of these strategies are:

- Develop Demo Sites (District offices, rest areas, Universities, DMV offices, etc.)
- New rest areas and DOT facilities – look at use of highly reflective roofing and pavement materials
- Pavement Continuity Guidance
- TND Manual – incorporate Cool Communities concept
- Provide concepts for ordinance development to local government
- Enhancement grants focused on Cool Communities concepts (decision-making)
- Use of pervious surfaces for Bike and Pedestrian facilities
- Subdivision Standards – Alternate Pavements

He stated that two noteworthy DOT facilities embracing the Cool Community strategies are:

1. The "Green" Rest Area / Visitor Center being planned for Division 11 in Wilkes County.
2. Division 9's new facility in Winston-Salem, which Mr. Pat Ivey will be presenting next.

In addition, Mr. Meister stated that many additional DOT initiatives coincide with some of the Cool Communities initiatives including:

- Low Impact Development practices
- Vegetation policy guidance
- Context Sensitive Solutions

Mr. Meister stated that in addition to the implementation strategies, the working group identified these education and outreach strategies:

- Educational Brochures – via DENR educational program
- “Future Cities” competition partnership
- Dialogue between DOT/NASA/EPS researchers
- Cool Communities Summary Paper
- DOT and ACPA – coordinate outreach with COG’s and League Municipalities
- Cool Communities info booth at the MPO/RPO conferences (this is already implemented)
- Cool Communities at ASHE (already implemented)
- Cool Communities Information Notebook – Summary Paper (already completed)

Mr. Meister concluded by stating that the internal data collection and dialogue about this subject has created an informed approach within the department and the transportation community. He stated that the one of the underlying foundations of Cool Communities is to be good stewards of the environment and that NCDOT is becoming a leader in this area.

He opened the floor to questions. There were none.

Mr. Cowell introduced the last speaker, Mr. Pat Ivey, Division Engineer in Division 9. Mr. Ivey discussed the new DOH building relocation project in Winston-Salem. Mr. Ivey’s presentation included a brief history of the facility; the numerous approaches by various real estate developers; issues that had to be overcome; benefits of the new facility to the community and NCDOT employees; the environmental benefits of the facility and; future projects that Division 9 is considering.

HISTORY:

The Division 9 Office Building was relocated from 2125 Cloverdale Avenue. It was built in 1953 by bridge maintenance and the Department of Correction. The existing office had the following conditions present:

- It was in a congested location with no room to expand
- It had inadequate parking
- Hazardous materials (asbestos and underground storage tanks) were present on site
- It was an attractive commercial location

APPROACHES BY REAL ESTATE DEVELOPERS:

In the early 1990’s, a real estate developer expressed an interest in buying the old office building from NCDOT. The offer was considered not feasible by NCDOT because it would require the construction of a new facility with

capital improvement funds and this would require legislature approval. NC Baptist Hospital was also interested in the property. However, they wanted NCDOT to either donate it to them or convey it with minimal cost. This option was not considered attractive either.

In 2000, NCDOT was approached again with a new proposal. The developer would purchase a new office building location in exchange for the old site. This new office building location was on nine acres of surplus right-of-way off I-40. At this time, NCDOT considered the option as feasible and proceeded with the next steps.

ISSUES TO OVERCOME:

Several issues had to be overcome by NCDOT while engaging in the option. A few of these are as follows:

- NCDOT Division 9 had to obtain approval from the proper authorities – approvals from NCDOT facilities management, Office of State Construction, and State Property Office. An item of particular concern was that while this option was being considered an impending change in building codes was imminent. This meant that “immense” cost increase was a potential.
- The new location had to procure new zoning since the area was in the Washington Park – Historic Neighborhood of Winston-Salem. To overcome this challenge, meetings were held with the neighborhood associations, planning boards, and the city council. The neighborhoods concerns regarding buffers, landscaping, building design, and traffic congestion were addressed. Public (stakeholder) involvement played a vital role in the success of this project.
- Property Acquisition had its own challenges: disposal of surplus right-of-way; control of access revisions were required and; all existing right-of-way was not properly recorded. These issues were overcome by close involvement of all the key players in an effort to resolve the concerns.
- Disposition of the old Cloverdale Property. The old office property belonged to the City of Winston-Salem. The city did agree to relinquish any claim to the property. NCDOT was required to offer right of refusal to the NC Baptist Hospital. It turned out, the Baptist Hospital was no longer interested in the property.

BENEFITS TO THE COMMUNITY and NCDOT EMPLOYEES:

- New building was constructed at “NO” additional cost to the tax payers
- NCDOT employees were very happy with the improved work environment
- City was pleased due to the increased tax base on the old property which was converted into a Walgreen’s Pharmacy
- The neighborhood was happy due to the cleaned up “eye sore”

ENVIRONMENTAL BENEFITS:

The following environmental benefits were achieved as a result of this new facility:

- White rubber roof was used to cut down the heat absorption (Cool Communities feature)
- Energy efficient HVAC system (cuts down energy consumption)
- Natural gas emergency generator – cleaner than diesel fuel
- Energy efficient windows – operable type which allowed employees to open them during cooler months
- Utilized building materials to complement historic neighborhood (Context Sensitive Solution feature)

- Large trees to eventually provide shade for the asphalt parking lot (Cool Communities feature). It should be noted that concrete and pervious asphalt was considered however, due to high cost it was considered not feasible.
- Storm-water detention basin created a new potential wetland
- Elimination of the trash dump adjacent to the historic neighborhood
- Recycle program inside the facility
- Site has already been graded for future expansion – this will preclude future site disturbance

FUTURE PROJECTS:

Mr. Ivey concluded his presentation by stating that the following items are scheduled as future projects for this site:

- SE gateway project – enhancement project
- Walking track for employees
- Additional site landscaping enhancements such as additional buffer and aesthetic improvements

Mr. Ivey concluded by opening the floor for questions. None were raised. Board Member Nancy Dunn stated that if there ever was a project that could fail, this was certainly one of them due to the complexity and challenges that were in its path. However, she stated that it was a success due to heavy stakeholder involvement from the very beginning and an excellent team effort. She acknowledged Mr. Ivey's exceptional work with this project.

Mr. Cowell then asked the Board if there were any additional items that needed to be brought to the floor for discussion. None were raised. At this time, he asked for approval for adjournment. The meeting was adjourned.

The next meeting of the Environmental Planning and Policy Committee is scheduled for Wednesday, December 1, 2004 at 8:30 AM in the Board Room (Room 150) of the Transportation Building.

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